

REPORT ON OIL ENGINE MACHINERY.

No. 12429

Received at London Office - 9 MAY 1932
 Date, First Survey April 15, 1931 Last Survey April 15, 1932
 Port of GENOA.
 When handed in at Local Office 6-5-32
 Date of writing Report 30-4-32
 g. in Survey held at TURIN.
 g. Book.

on the Single Twin Triple Quadruple Screw vessel "R. L. HAGUE".
 Tons Gross Net
 Built at MONFALCONE. By whom built CANTIERI RIUNITI DELL'ADRIATICO Yard No. 249 When built 1932.
 Engines made at TURIN. By whom made FIAT STABILIMENTO GRANDI MOTORI Engine No. When made 1932.
 onkey Boilers made at By whom made Boiler No. When made
 Brake Horse Power 4500 TOTAL. Owners BAATISCH-AMERIK PETROLEUM IMPORT G.M.B.H. Port belonging to
 om. Horse Power as per Rule 1167. Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted YES.
 Trade for which vessel is intended OIL TANKER.

MAIN ENGINES, &c. Type of Engines FIAT SOLID INJECTION L.S. 606. 2 or 4 stroke cycle 2. Single or double acting SINGLE.
 Maximum pressure in cylinders 49 Kgs/cm² Diameter of cylinders 600 mm Length of stroke 1100 mm No. of cylinders 6. No. of cranks 6.
 an of bearings, adjacent to the Crank, measured from inner edge to inner edge 820 mm. Is there a bearing between each crank YES.
 revolutions per minute 120. Flywheel dia. 2560 mm. Weight 7600 Kgs. Means of ignition COMPRESSION Kind of fuel used DIESEL OIL.
Crank Shaft, dia. of journals as per Rule 377 mm as fitted 400 mm Crank pin dia. 400 mm Crank Webs Mid. length breadth 550 mm shrunk Thickness parallel to axis
 Flywheel Shaft, diameter as per Rule 377 mm as fitted 400 mm Intermediate Shafts, diameter as per Rule 274 mm Thrust Shaft, diameter at collars as per Rule 287 mm as fitted 400 mm
Propeller Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the tube screw shaft fitted with a continuous liner
Liner Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per rule as fitted Is the after end of the liner made watertight in the
 peller boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
 the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive
 two liners are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland or other appliance fitted at the after end of the tube
 ft. If so, state type Length of Bearing in Stern Bush next to and supporting propeller
Propeller, dia. Pitch No. of blades Material whether Moveable Total Developed Surface sq. feet
Method of reversing Engines DIRECT. Is a governor or other arrangement fitted to prevent racing of the engine when detached YES. Means of lubrication
FORCED. Thickness of cylinder liners 53.5 mm. Are the cylinders fitted with safety valves YES. Are the exhaust pipes and silencers water cooled or lagged with
 conducting material If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine
Working Water Pumps, No. Is the sea suction provided with an efficient strainer which can be cleared within the vessel
Large Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
Pumps connected to the Main Bilge Line No. and Size How driven
Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size
 two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
 mps, No. and size:—In Machinery Spaces In Pump Room
 Holds, &c.
Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size
 all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Are the Bilge Suctions in the Machinery Spaces
 from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges
 all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks
 are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates Are the Overboard Discharges above or below the deep water line
 are they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate
 hat pipes pass through the bunkers How are they protected
 hat pipes pass through the deep tanks Have they been tested as per Rule
 all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times
 the arrangement of valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one
 mpartment to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from
 a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

Main Air Compressors, No. No. of stages Diameters Stroke Driven by
Auxiliary Air Compressors, No. ONE. No. of stages 2. Diameters 310 mm 270 mm Stroke 350 mm Driven by ELECTRIC MOTOR.
Small Auxiliary Air Compressors, No. ONE. No. of stages 2. Diameters 180 mm 160 mm Stroke 160 mm Driven by ELECTRIC MOTOR.
Scavenging Air Pumps, No. ONE EACH ENGINE. Diameter TWO CYL. TANDEM 920 mm Stroke 980 mm Driven by MAIN ENGINES.
Auxiliary Engines crank shafts, diameter as per Rule as fitted Position

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule
 in the internal surfaces of the receivers be examined and cleaned Is a drain fitted at the lowest part of each receiver
High Pressure Air Receivers, No. Cubic capacity of each Internal diameter thickness
 seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules Actual
Starting Air Receivers, No. Total cubic capacity Internal diameter thickness
 seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules Actual

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting 9-12-30, 17.3.32. (If not, state date of approval)

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

TO BE PLACED ON BOARD AT TRIESTE.

The foregoing is a correct description,

FIAT
Stabilimento Grandi Motori
21 Dettoloni

ING. GIOVANNI CHIESA

Manufacturer.

Dates of Survey while building
During progress of work in shops - 1931. APRIL. 15. 15. 28. MAY. 1. 8. 12. 15. 19. 22. 26. 29. JUNE. 9. 16. 19. 23. 26. 30. JULY. 3. 7. 10. 14. 17. 21. AUGUST. 4. 7. 18. 21. 28. SEPT. 1. OCT. 9. 13. 16. 27. 30. NOV. 3. 5. 17. 24. DEC. 4. 11. 18. 29.
During erection on board vessel - 1932 JAN. 5. 15. 19. 26. FEB. 2. 5. 9. 12. 15. 16. 19. 23. 26. MARCH. 1. 4. 11. 30. APRIL. 1. 5. 12. 15.
Total No. of visits 65 (SIXTY FIVE).

Dates of Examination of principal parts - Cylinders 10-7-31, 24-7-31 Covers 21-7-31, 9-2-32 Pistons 3-7-31, 14-7-31. Rods 19-6-31, 22-7-31 Connecting rods 28-7-31
Crank shaft 12-6-31, 7-8-31. Flywheel shaft 27-10-31 Thrust shaft 4-8-32 Intermediate shafts Tube shaft
Screw shaft Propeller Stern tube Engine seatings Engines holding down bolts

Completion of fitting sea connections Completion of pumping arrangements Engines tried under working conditions
Crank shaft, Material STEEL Identification Mark 4034. MK. 13.2.31 Flywheel shaft, Material STEEL Identification Mark 14538. KH.
Thrust shaft, Material Identification Mark 9390. MB. 18.5.31 Intermediate shafts, Material Identification Marks 9427. MB.
Tube shaft, Material Identification Mark Screw shaft, Material Identification Mark

Is the flash point of the oil to be used over 150° F. Yes.

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo

If so, have the requirements of the Rules been complied with

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with

Is this machinery duplicate of a previous case No If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)

THE MACHINERY OF THIS VESSEL HAS BEEN CONSTRUCTED UNDER SPECIAL SURVEY OF TESTED MATERIALS AND IS IN ACCORDANCE WITH THE SECRETARY'S LETTERS, APPROVED PLANS AND RULE REQUIREMENTS.

THE MATERIALS AND WORKMANSHIP ARE GOOD AND THE ENGINES WHEN TRIED UNDER LOAD ON TEST BED WERE FOUND TO WORK SATISFACTORILY

THE MACHINERY HAS NOW BEEN FORWARDED TO TRIESTE WHERE IT WILL BE FITTED ON BOARD THE M.V. "R. L. HAGUE" AND WHEN THIS HAS BEEN CARRIED OUT TO THE SATISFACTION OF THE SOCIETY'S SURVEYORS AT THAT PORT THE MACHINERY WILL BE ELIGIBLE, IN OUR OPINION, BE CLASSED IN THE SOCIETY'S REGISTER BOOK AND TO HAVE THE NOTATION "OIL ENGINES" + L (WITH DATE).

The amount of Entry Fee .. £ 6.0.0

4/5 Special ... £ 555.00

Donkey Boiler Fee ... £ 25.0.0

Travelling Expenses (if any) ... £ 1650.00

When applied for,

6.5.32

When received,

6.7.32

Committee's Minute

Assigned

See F.B. Ref

J. Leicester, Gde C Ballardie
Engineer Surveyor to Lloyd's Register of Shipping.



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